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APPLICATION NO.		FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/773,407		02/09/2004	Norbert Korenjak	086166-0307640	1232
909	759	07/22/2005		EXAMINER	
PILLSBURY WINTHROP SHAW PITTMAN, LLP				AVILA, STEPHEN P	
P.O. BOX 10500 MCLEAN, VA 22102				ART UNIT	PAPER NUMBER
	,			3617	
			DATE MAILED: 07/22/2005		

Please find below and/or attached an Office communication concerning this application or proceeding.

U.S. Patent and Trademark Office PTOL-326 (Rev. 1-04)

Paper No(s)/Mail Date

3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)

6) Other:

5) Notice of Informal Patent Application (PTO-152)

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1. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

- (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.
- 2. Claims 1-12 and 16-19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Simard et al (cited by Applicant) in view of Sills and Craig et al. Simard et al disclose the basic claimed structure including a personal watercraft 10 with a hull 12, a deck 14, electronics, an air box, a straddle seat, handlebars, a first compartment, and a tunnel. Sills discloses a watercraft with a tunnel defined by a shell with a transom 20, a top 29, and an open bottom and rear (note Figure 5, for example), an engine 30, a plate 42 with a flexible mounting (note column 3, line 1), and a jet pump 34. Not disclosed by Simard et al is a second compartment and an engine supported by the ride plate. Craig et al disclose a ride plate 52, an integrated engine, ride plate and jet unit, engine electronics and an air box 24. It would have been obvious to a person of ordinary skill in the art at the time the invention was made to form the device of Simard et al to have an integrated engine, jet unit and ride plate as taught by Craig et al to isolate vibrations and to have a second compartment as taught by Sills to reduce engine noise. Additionally, to provide the gearing with a clutch would have been an obvious choice of engineering design to a person of ordinary skill in the art at the time the invention was made for improved jet performance. Additionally, the intended use of claims 3 and 4 have been given limited weight because intended use defines no patentable structure.

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3. Claim 13 is rejected under 35 U.S.C. 103(a) as being unpatentable over Simard et al in view of Sills and Craig et al as applied to claim1 above, and further in view of Sonnleitner et al. Simard et al does not disclose an inclined engine. Sonnleitner et al teach an inclined engine. It would have been obvious to a person of ordinary skill in the art at the time the invention was made to form the device of Simard et al with an inclined engine as taught by Sonnleitner et al for improved boat room.

- 4. Claims 14 and 15 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.
- 5. Applicant's arguments with respect to claims 1-13 and 16-19 have been considered but are moot in view of the new ground(s) of rejection.
- 6. It has been noted that Applicant's transmittal form of May 31, 2005 indicated that an Information Disclosure Statement was attached. However, the response appears not to have such an IDS attached. It is requested that Applicant refile the IDS for consideration.
- 7. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not

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mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Stephen Avila whose telephone number is 571-272-6678. The examiner can normally be reached on Monday to Thursday from 7 AM to 3 PM (EST).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Samuel J. Morano can be reached on 571-272-6684. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Stephen Avila Primary Examiner Art Unit 3617